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But even the most enlightened labor policy cannot eliminate the conflict between labor and capital generally because it cannot eradicate the difference of interest which exists in the very nature of things between capital and labor due to the fact that capital is a buyer and labor a seller.

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*Ports and Terminal Facilities.* By ROY S. MACELWEE. New York: McGraw-Hill Book Company, 1918. Pp. viii+315.

This book is the outcome of a course of lectures given at the Columbia University School of Business. It is hardly a treatise on terminal facilities in general, but rather primarily a study of seaports in which rail facilities are discussed in their relationship to the work of the port as such. Of course, it is difficult to find a large rail terminal that is not also a seaport, or at least a port of inland navigation like Chicago, so that the problems of large rail terminals and seaports are very nearly coextensive. But in this case the harbor is clearly the dominant interest.

In judging the quality of this book one lacks a standard of comparison. The author has a clear field, and his book should prove extremely useful as being virtually the only study of its kind directed primarily toward American conditions.

Large parts of the book are written solely from the engineering and technical standpoints and would not be of particular interest to the economist, but there is also a great deal of a truly economic character. The author discusses railway-rate practices as affecting the development of the port of New York, the union belt-line system, and the establishment of a lighterage system that fulfils a corresponding function, a system of store-door delivery, a policy of municipal improvements which are run at a loss, the relation of inland waterways to railways, the extent of terminal costs, and the use, arrangement and administration of free ports. To the reviewer the data on terminal costs seem particularly valuable, inasmuch as there is very little such material in easily available shape. This element may not be of the greatest significance in throwing light on how to organize a port efficiently, for its chief service in this respect is to emphasize the importance of the terminal service and the huge expense for which it is responsible. Perhaps the greatest significance of such figures is in connection with railway-rate structures rather than in connection with the improvement of our somewhat unsystematic harbor facilities.

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*World-Power and Evolution.* By ELLSWORTH HUNTINGTON. New Haven: Yale University Press, 1919. Pp. 287.

When Mr. Huntington's book *Civilization and Climate* was published, one reviewer took him gently to task for having been too temperate in his